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1. Aircraft Plant No. 153 in Novosibirsk (55-02N, 82-53E) was on the northeastern edge of the town, south of the airfield and south of the railroad station for the line running to the north east. PW construction details of 500 to 900 men were sent daily to the Novosibirsk Aircraft Plant No 153 between 1945 and the fall of 1946. \* From then until the fall of 1947 only 100 to 200 PW's were sent. Source believes that the construction work was essentially completed by then since after that time only small PW details of about 50 men were occasionally dispatched to the plant.
2. The fenced-in area of the plant measured about 1,500x900 meters. Source did not enter the plant and a board fence, 3-meters high, hampered his looking in from outside. However, from outside, source was able to see that four workshops, each about 125 meters long, were on the northwestern side of the plant area. The roofs were covered with asbestos and concrete plates and had skylights. The first workshop on the southwestern side had four sheet-metal smokestacks about 100 cm in diameter and 8-meters high. Two workshops of the same type were also on the northeastern side of the plant. Two smokestacks about 50 meters high and of a striking design were also seen on this side. There were two gates, one on the main street running along the southeastern side of the plant, and another on the street leading along the southwestern border. A railroad spur entered the plant from the northwest.
3. Co-PW's said that about 10,000 men working in three shifts were employed in the plant. During a three-week period in the summer of 1946 a total of about 250 railroad cars, each loaded with one wrecked aircraft mostly of the Messerschmitt type, arrived at the plant from the direction of the main railroad station. In 1947 source saw a large number of these planes neatly piled on the northwestern side of the plant.
4. From the aircraft plant source observed that every week in May 1947 about 20 biplanes were sent out by rail from the aircraft plant. The planes, types known from the war, seemed to be new. Three to five fighters with in-line engines were also sent out every week at that time. Those were Yak planes according to source. Between the spring and fall of 1946 15 to 20 aircraft with one in-line engine were shipped out by rail every week. \* These latter planes had a pointed nose, three-bladed propeller, and, under the engine, an unusual attachment, possibly a radiator. The wing span was about 12 meters. There was a landing gear set in-line with leading edge of the wings and also possibly a nose wheel. The fuselage which was

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rather thick, was about 9 meters long. No armament was seen.

5. The roar of running engines was heard at a distance of about 1 km. It is therefore assumed that the plant had a test stand. The roar of the engines was heard continually for 2 1/2 to 3 hours and after an interval of 30 minutes the roar was resumed. The volume of the roar increased and decreased. About 30 minutes after the testing began the engine seemed to run at maximum speed for about two hours.
6. A factory field bordered the plant on the north east. Between May and September 1948 flying was done between 9 a. m. and 5 p. m. The sky was generally clear. It rained on only six days between May and September 1948. Similar weather conditions prevailed during the winter. There were no snowfalls lasting for several days. During the spring thaw, about February-March, the snow would disappear within three days and after another three days the ground was dry again. No ground fogs were noted. Prior to May 1948 individual flights with biplanes and single-engine fighters were made at the factory field. The aircraft of the type seen shipped out of the plant between spring and fall 1948 were seen at the field after May 1948. Only individual training flights lasting for 15 to 60 minutes were observed. \*\*

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- \*  Comment. For sketch of these planes with one in-line engine, see Annex.  was not able to furnish sketches of the fighters or the biplanes.
- \*\*  Comment. Only meager post-war information is available on the Novosibirsk Aircraft Plant No 153. However, reports, covering a period prior to late 1948, show that only conventional piston aircraft, presumably a Yak-9 type plane, were built in Novosibirsk. Yak aircraft were built at the plant during the war. The rate of production given in the present report as 15 to 20 aircraft every week is believed to be too low. Further information is required for a more correct estimate of the output.

1 Annex: 1 sketch on ditto.

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